

DEPARTMENT OF TRANSPORTATION**DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch
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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.12**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000710**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 17-Mar-2008**Location:** Changxing Island, Shanghai, China

Submittals(New / Total): **CWR's:** / **HSR's:** / **NCR's:** /

Item	Title	Detail
1	Major component movement	<p>OBG Production:</p> <p>Fitting and welding T-stiffeners to side plates, Fitting and welding stiffeners to floor beams, Machining, beveling and bending closed-ribs, Fitting closed-ribs to deck panels, ZPMC performed closed-rib welding on 1 PMT tests for Gantry 1, and Deck Plate DP378-001 and DP351-001. There was an electrode feed issue during the welding of DP378-001 on WJ #1 which resulted cracks in the root termination. These were removed, re-welded with the GMAW and welding resumed. No welding is being performed with Gantry 2. Work is being performed on the weld heads. Splice welding Side Plates in OBG Assembly Shop</p> <p>Tower Production:</p> <p>Cutting Skin Plates Heat straightening diaphragm plates, Fit-up and welding diaphragm plates.</p> <p>77m Tower Mock-up: No work observed.</p> <p>89m Tower Mock-up: ZPMC had removed lugs from both diaphragms to stiffeners for Skin Plates B and C over the weekend and are currently performing MT to verify the integrity of the base metal. This is in conflict with the written "Partial Mock-up Procedure" given to Caltrans by ABF. The procedure calls for removal of lugs on one diaphragm for Skin Plate B only.</p> <p>114m Tower Mock-up: Installing bolts in the splice connection.</p>

DAILY PROJECT JOURNAL

(Continued Page 2 of 2)

2	Key conversations	QA accompanied ABF QCM Steve Lawton to observe the rolled shapes (446 tons) that have no or questionable traceability to the MTRs due to shipping methods and separation of bundles. QA observed that approximately 75% of the material has been blasted and shop primed by ZPMC. This eliminated most of what traceability that would have original been used to try and re-establish traceability through sampling of bundles grouped together. Now there is no way to determine which material did arrive together. Mr. Lawton stated that he did not know how they would be able to regain the traceability now that ZPMC has further complicated the situation by painting the material. QA suggest that ABF identified the material that has not yet been painted, submit the material that is traceable to Caltrans, and begin whatever testing is necessary to regain traceability for the remaining unpainted material before ZPMC decides to paint the remaining 25% of the material.
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Inspected By: McClary,David

Quality Assurance Inspector

Reviewed By: Lowry,Patrick

QA Reviewer
